

RTIP ID# *(required)* Project ID Number **RIV011232**

TCWG Consideration Date: **August 23, 2011**

Project Description *(clearly describe project)*

The California Department of Transportation (Department), in cooperation with the County of Riverside (County), proposes to modify the existing I-215/Scott Road Interchange. The Department is the lead agency for compliance with the National Environmental Policy Act (NEPA) and for the California Environmental Quality Act (CEQA). The purpose of the project is to relieve existing traffic congestion and to prevent future degradation of the I-215/Scott Road Interchange due to anticipated population growth from recent proposed land development in surrounding communities and to improve operating conditions, reduce accidents, and increase capacity.

The project is located at the I-215/Scott Road Interchange in the County of Riverside on I-215 at post mile (PM) 15.5 (between 14.8 and 16.2) and is approximately 2.5 miles north of the Clinton Keith Road Interchange and approximately 2.5 miles south of the Newport Road Interchange. I-215 through the project area is a four-lane divided freeway with two 12-foot lanes in each direction and an unpaved, 36-foot-wide median. The I-215/Scott Road Interchange is a four-quadrant tight diamond interchange. The existing Scott Road overcrossing accommodates one travel lane in each direction. This overcrossing is a two-span concrete structure with a combined span of 170 feet and a width of approximately 45 feet.

The project proposal consists of one feasible build alternative for modification of the existing tight diamond I-215/Scott Road Interchange. Proposed improvements include:

- Reconstruction and widening of the existing overcrossing from two to six lanes (from a current width of 45 feet to a width of 155 feet);
- Widening and realigning the four diamond on and off-ramps;
- Construction of a new loop on-ramp in the northwest quadrant and a new loop off-ramp in the northeast quadrant of the interchange;
- Widening Scott Road from the intersection at Scott Road/Haun-Zeiders Road, to just east of the Paloma Wash (approximately 500 ft east of the intersection of Antelope Road and Scott Road).
- Improvements at both the intersections of Scott Road/Haun-Zeiders Road and Scott Road/Antelope Road.

Other improvements and changes include storm drain enhancements, retaining walls, traffic signal improvements, and utility relocations. The project will require additional right-of-way and construction staging will take place within the footprint of the new interchange. The proposed interchange overcrossing will be designed to span the ultimate freeway facility.

The proposed project is estimated to take 24 months of construction, for project completion in 2014. The no-build alternative consists of no change to the existing I-215/Scott Road IC.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange				
County Riverside	Narrative Location/Route & Postmiles Interstate 215/Scott Road Interchange, Riverside County – Post Miles 14.8 to 16.2.			
Lead Agency: Riverside County				
Contact Person Cherry Zamora	Phone# 916-858-0642	Fax# 916-858-0643	Email czamora@dokkenengineering.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				X Other (Revalidation of NEPA CE)
Scheduled Date of Federal Action: July 2010				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt		Section 6004 –Categorical Exemption	X Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	06	10	11	12
End	11	11	12	14
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> SCAG has projected that the population of Riverside County is likely to increase by 83 percent between 2000 and 2020. While implementation of the proposed project would allow for the development of additional housing, which in turn would increase the population surrounding the proposed project, this increase in population has been planned previously and therefore would not represent the inducement of unplanned population growth. The purpose of the project is to relieve traffic congestion and delays caused by the anticipated population growth and recent proposed land development in surrounding communities and to improve operating conditions, reduce accidents, increase capacity, and reduce response time for emergency service vehicles.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Land uses in the immediate vicinity of the IC include commercial properties or undeveloped land. A residential development is located approximately 400 meters (1300 feet) to the east of the interchange.				
Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Not Applicable				
RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Not Applicable				

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Existing and Future Freeway Peak Hour Volumes

Year	South of Scott Road				North of Scott Road			
	Am Peak Hour		PM Peak Hour		Am Peak Hour		PM Peak Hour	
	NB	SB	NB	SB	NB	SB	NB	SB
Existing	3,900	5,660	5,660	3,900	3,757	5,313	5,523	3,716
Year 2012	5,200	7,550	7,550	5,200	5,181	6,775	6,837	5,042

As discussed in the Traffic Analysis, the total ADT was estimated for existing (based on July 2005 counts) and final volumes. It was assumed that the Near-term with Specific Plan No. 310 was representative of 2012 ADT. The mainline analysis assumed that 4 percent of the vehicle mix was comprised of heavy duty vehicles, including trucks and buses. There is no difference between the Build and No Build ADT.

Existing and Future Freeway ADT Volumes

Year	South of Scott Road AADT	Truck AADT	North of Scott Road	Truck AADT
Existing	97,457	3,898	87,805	3,512
Year 2012	125,720	5,029	111,776	4,471

Buildout Scott Road/Ramp ADT Volumes

Segment	ADT			
	Existing	Truck AADT	2012	Truck AADT
Scott Road west of I-215	15,434	617	22,600	904
Scott Road east of I-215	17,947	718	29,900	1,196

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Future Freeway Peak Hour Volumes

Year	South of Scott Road				North of Scott Road			
	Am Peak Hour		PM Peak Hour		Am Peak Hour		PM Peak Hour	
	NB	SB	NB	SB	NB	SB	NB	SB
Year 2035	5,358	9,944	9,240	7,522	5,548	8,664	9,000	6,972

The mainline analysis assumed that 4 percent of the vehicle mix was comprised of heavy duty vehicles, including trucks and buses. There is no difference between the Build and No Build ADT.

Existing and Future Freeway ADT Volumes

Year	South of Scott Road AADT	Truck AADT	North of Scott Road	Truck AADT
Year 2035	238,800	9,552	207,700	8,308

Buildout Scott Road/Ramp ADT Volumes

Segment	ADT	Truck AADT
Scott Road west of I-215	54,050	2,162
Scott Road east of I-215	71,750	2,870

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

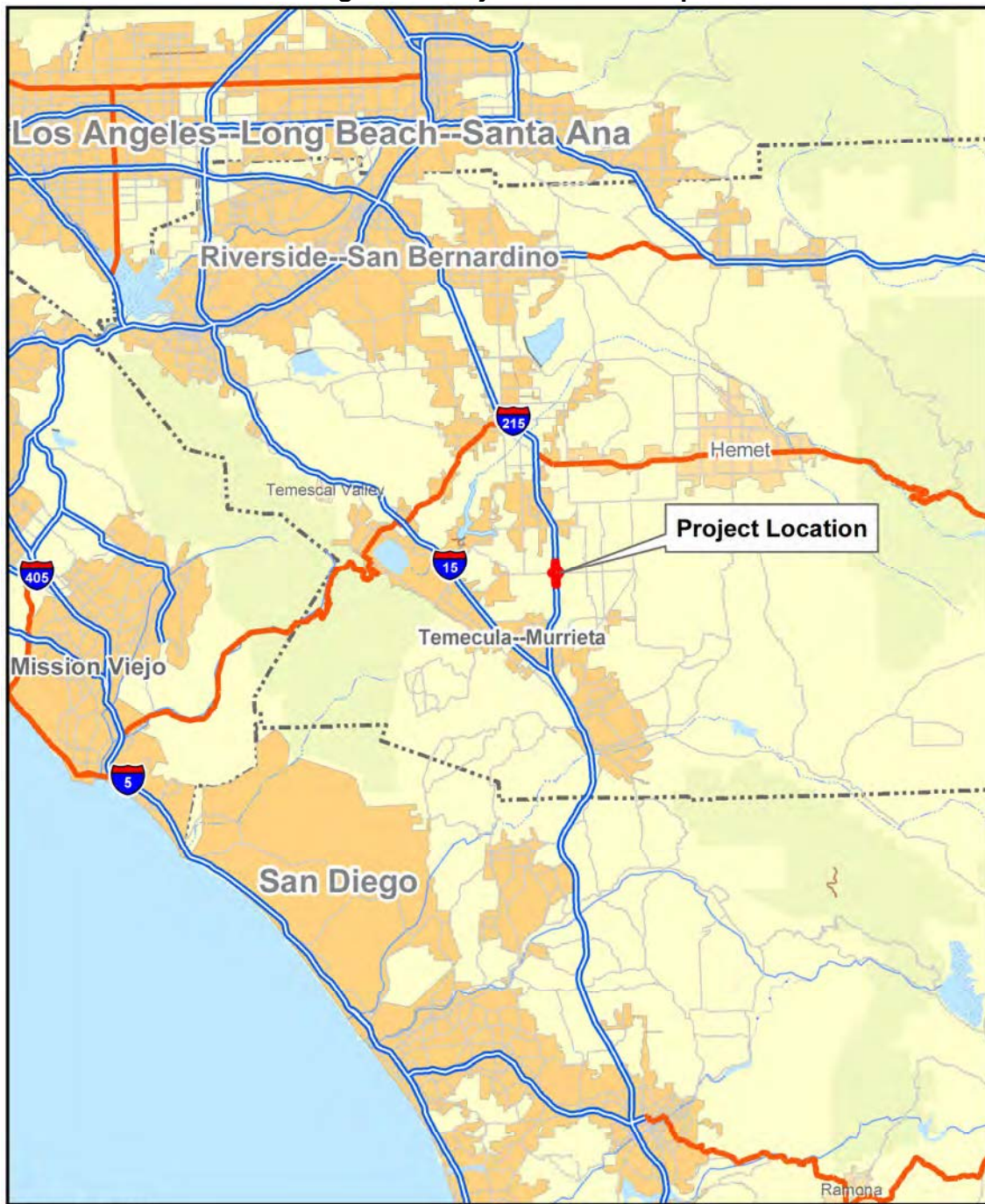
As discussed above, the purpose of the proposed project is to relieve traffic congestion and delays caused by the anticipated population growth and recent proposed land development in surrounding communities and to improve operating conditions, reduce accidents, increase capacity, and reduce response time for emergency service vehicles. With anticipated growth in the project area, the project will reduce congestion anticipated at the interchange.

Comments/Explanation/Details (*attach additional sheets as necessary*)

The project was previously reviewed and determined not a POAQC by the TCWG on March 24, 2009. The NEPA Categorical Exclusion and CEQA Mitigated Negative Declaration was completed for this project on December 2, 2010. The previous evaluation had assumed that improvements to the Scott Road/Haun-Zeiders Road intersection would take place prior to, or concurrent with, the interchange project. Due to the progress made with the interchange project, it is now necessary to include the Scott Road/Haun-Zeiders Road intersection within the project area in order to allow for lane tapers to existing lane configurations. Subsequently, the project's environmental documents are undergoing the revalidation process.

The only difference between the current project and the previously reviewed project is the inclusion of improvements to the Scott Road/Haun-Zeiders Road intersection. This intersection is currently signalized and would continue to be signalized with the project.

Figure 1. Project Location Map



Source: ESRI 2008



0 5 10 20 Miles

Figure 1
Project Location Map

I-215/Scott Road Interchange Improvements Project



Source: ArcGIS 10.0 Basemap; Dokken 2011



0 1,000 2,000 Feet

Figure 2

Project Layout

Interstate 215/Scott Road Interchange Improvements
08-RIV-215 (PM 14.8/16.2)

2011 Federal Transportation Improvement Program

Riverside County
State Highway
Including Amendments 1-9 and 11
(In \$000's)

ProjectID	County	Air Basin	Model	RTP ID		Program	Route	Begin	End	System	Conformity Category		Amendment	
RIV071277	Riverside	SCAB		RIV62040		NCN46	215	9.5	11.65	S	EXEMPT - 93.126		0	
Description:								PTC	2,488	Agency	MURRIETA			
ON I-215 AT LOS ALAMOS RD IC - INSTALL LANDSCAPING AND IRRIGATION IMPROVEMENTS TO THE I-215/LOS ALAMOS ROAD INTERCHANGE (SAFETEA-LU 2005 SEC. 1702. HPP #3140).														
Fund		ENG	R/W	CON	Total	Prior	2010/2011		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
DEMO-SAFETEA-LU				1,440	1,440		1,440							1,440
CITY FUNDS		500		548	1,048	500	548							1,048
RIV071277 Total		500		1,988	2,488	500	1,988							2,488

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
RIV070309	Riverside	SCAB		RIV070309	CAX63	215	14.2	28.5	S	NON-EXEMPT	1		
Description:							PTC	190,947	Agency	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)			
ON I-215 IN SOUTHWEST RIVERSIDE COUNTY FROM SCOTT RD TO NUEVO RD IC: CONSTRUCT A MIXED FLOW LANE IN EACH DIRECTION AND RECONSTRUCT AUX LANES BETWEEN D ST IC AND NUEVO RD IC (EA: 0F162) (\$390 TOLL CREDITS USED IN R/W TO MATCH STPL)													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
STP LOCAL			3,400		3,400				3,400				3,400
AGENCY				81,250	81,250				81,250				81,250
RIV CO SALES TAX		14,300	1,355	67,807	83,462	4,611	11,044		67,807				83,462
STATE CASH - RIP		9,392		13,443	22,835	9,392			13,443				22,835
RIV070309 Total		23,692	4,755	162,500	190,947	14,003	11,044		165,900				190,947

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
RIV100107	Riverside	SCAB		3M10WT03	NCRH3	215	14.25	14.75	S	NON-EXEMPT	0		
Description:							PTC	15,432	Agency	MURRIETA			
IN SW RIVERSIDE COUNTY - I-215/KELLER RD. IC: REPLACEMENT OF EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR) IC, INCLUDING LEFT TURN LANES IN EACH DIRECTION, AUXILIARY LANES AT THE NB ON-RAMP AND THE SB OFF-RAMP (LENGTH OF THE INDIVIDUAL AUX. LANES IS APPROX. 1/4 MILE), 1-LN NB OFF RAMP, 2-LN NB ON-RAMP W/HOV, 1-LN SB OFF RAMP, AND 2-LN SB ON-RAMP W/HOV (PA&ED ONLY).													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CITY FUNDS		1,700	3,000	10,732	15,432	500		1,200		3,000	10,732		15,432
RIV100107 Total		1,700	3,000	10,732	15,432	500		1,200		3,000	10,732		15,432

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
RIV011232	Riverside	SCAB	R325	RIV011232	CAXT3	215	14.8	16.2	S	NON-EXEMPT	8		
Description:							PTC	76,000	Agency	RIVERSIDE COUNTY			
AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 1 TO 3 LNS, NB ENTRY 2 TO 3 LNS, SB EXIT 1 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
COUNTY		2,400	16,500	57,100	76,000	2,400	16,500	57,100					76,000
RIV011232 Total		2,400	16,500	57,100	76,000	2,400	16,500	57,100					76,000